

Boat Report

TARGA 33TC

A Finnish range with plenty of individual charm is now topped by a flagship with two cabins. We tested it in its home waters.





Finnish builders Botnia Marin launched their flagship Targa to a British audience at the Southampton Boat Show in September.

It joins a range of five other craft, from 23ft upwards, which follow the same format, with outdrive power, a totally enclosed central wheelhouse/saloon, a mini-flybridge and an aft sleeping area. Apart from offering generally more space all round, the main difference between this 35-footer and the smaller models in the range is that it has a second pukka sleeping cabin forward (the TC designation stands for 'twin cabin').

We travelled to Finland earlier in the year to see whether this most thoughtful and thorough of builders could get the same sparkling performance from this model as they did from their 27 (see MBM Apr 95 p66).

Design

The hull is medium-to-deep-vee, with a deadrise of 20° amidships and 18° at the transom, a wide chine-flat and three sets of sprayrails, set on plenty of beam.

The bow sections above the chine develop extremely fully, with plenty of flair. This not only promotes a dry ride and provides a huge amount of buoyancy, but also allows the beam to be carried well forward, making for an extremely roomy forward cockpit.

The distinctive forward slant to the windscreen is more than just a styling gambit. This is used in many workboats to reduce reflections, especially at night.

Exterior

There are breaks in the teak-topped guardrails on both sides to help you board from alongside. If you are stern-to, you step across the wide wood-slatted bathing platform and through the central transom gate. If bows-to, Scandinavian-style, you can swivel a steel rail down from the foredeck to act as a step.

The rail-topped bulwarks around the aft cockpit and along the 17in (43cm) side decks are a full 3ft (90cm) high, and the wheelhouse sides are fitted with further handrails, making this one of the most secure boats you are ever likely to come across.

The aft cockpit is left clear of obstructions, to accommodate fishing and watersports enthusiasts, whilst the forward one is for more convivial socialising, with a range of wide seat/lockers and a neat stowable table if required.



Top left: the Targa 33's wheelhouse can be entered from either side deck, and its helm console is adjustable. Far left: limited standing headroom is available in the forward cabin. Near left: clever touches include a toilet which slides beneath the side deck to allow room for showering, and galley units which hide beneath teak joinery alongside the interior helm. Right: all the seating affords a good view out, and the table stows vertically, up a pole, and against the deckhead. Far right: the aft cabin has a double berth to port as well as a single under the stairs to starboard. Background photograph: cruising in Finnish waters.



The lockers here are of a useful size, and have the same simple locking arrangement as on the 27: the side lockers and the hatch to the commodious lazaret can only be opened once a drawstring has been released in the centremost locker, so this is the only one that has to be padlocked.

The lazaret has a false bottom to keep gear clear of the bilge, which is serviced here by a small automatic submersible pump. Two further electric pumps are fitted in the rest of the bilge, together with two manual units.

A further locker let into the wide coaming at the bow accommodates the table, as well as the chain fed from the windlass above.

Deck hardware consists of pairs of 12in (30cm) cleats fore and aft, and a smaller set amidships for springs.

It is an easy couple of steps up from the aft cockpit, past the boom-equipped mast, to the exterior helm position. To starboard there is a single seat for the skipper, to port a run of seating to take three people, with fender stowage cleverly improvised beneath them.

The console is fitted with a handrail, a perspex-covered chart area and various fiddled trays. Bits trays have been thoughtfully provided immediately in front of the wheel, and there is plenty of angled fascia for electronics to augment the basic engine instruments. The driving position is simple but comfortable.

Overhead, the stainless steel radar gantry can be hinged back to reduce the boat's air draught to 10ft 6in (3.2m). The side light arrangement is excellent, with each light located in its own screen.

Interior

There is at least 6ft 4in (1.95m) headroom throughout the interior of the 33.

The wheelhouse, accessible from either side via sliding doors, is spacious, offering plenty of room for several people to mill around, sitting or standing. All the seating affords an excellent view outside, and the two forward-facing helm seats can be swivelled to face the settee.

Lowering the table from its 'stowed' position up



against the deckhead makes a useful-sized dinette. Further evidence of the builders' eye for practical detail is the hinged flap to one side of the table, which has cut-outs for holding coffee mugs or glasses safely in situ.

The helm, adjacent to the starboard door, has hands-on controls incorporated in a neat adjustable console. You simply hinge it down to your preferred position, or push it up to keep the door area clear. Other instruments and switches are located ahead of this. There is a further head-height console for bulkier electronics, but all navigation equipment is to the owner's specification, none being included as standard.

The hatch concealing the forward companionway doubles as a chart area, and has useful built-in chart and bits stowage trays.

Over towards the port door, a further portion of immaculate teak joinery hinges up to reveal a galley unit featuring a sink and a two-burner gas hob. An oven can be incorporated beneath this if required, although this would mean doing away with a useful arrangement of drawers and cupboards. A fridge can be built-in beneath the helm seat as another option.

Access to the aft cabin is disguised by a sliding portion of the aft settee.

It would be hard to improve on the stowage, not only here in the wheelhouse but throughout the boat. There are

finely crafted drawers, cupboards and lockers in every conceivable nook and cranny, and the standard of woodwork and fit-out is truly excellent. The teak and holly sole also extends from the wheelhouse through to both sleeping cabins.

The forward cabin is fitted with two single berths, each measuring 6ft 6in x 2ft 6in (1.98m x 0.76m), separated by a useful-sized bedside cabinet, with further stowage tucked into both corners. There is standing headroom in the central area, and just adequate sitting headroom over the berths themselves.

Down in the aft cabin there is a double berth to port and a single one to starboard, both of a good length and width. There are various cupboards, drawers and bookshelves, with under-bunk storage segregated from the bilge. To the head of the berths are large screwed-down panels which allow you to get at the pipework and wiring looms beneath the wheelhouse sole, and in the sole a hatch giving access to the bilge pump; the



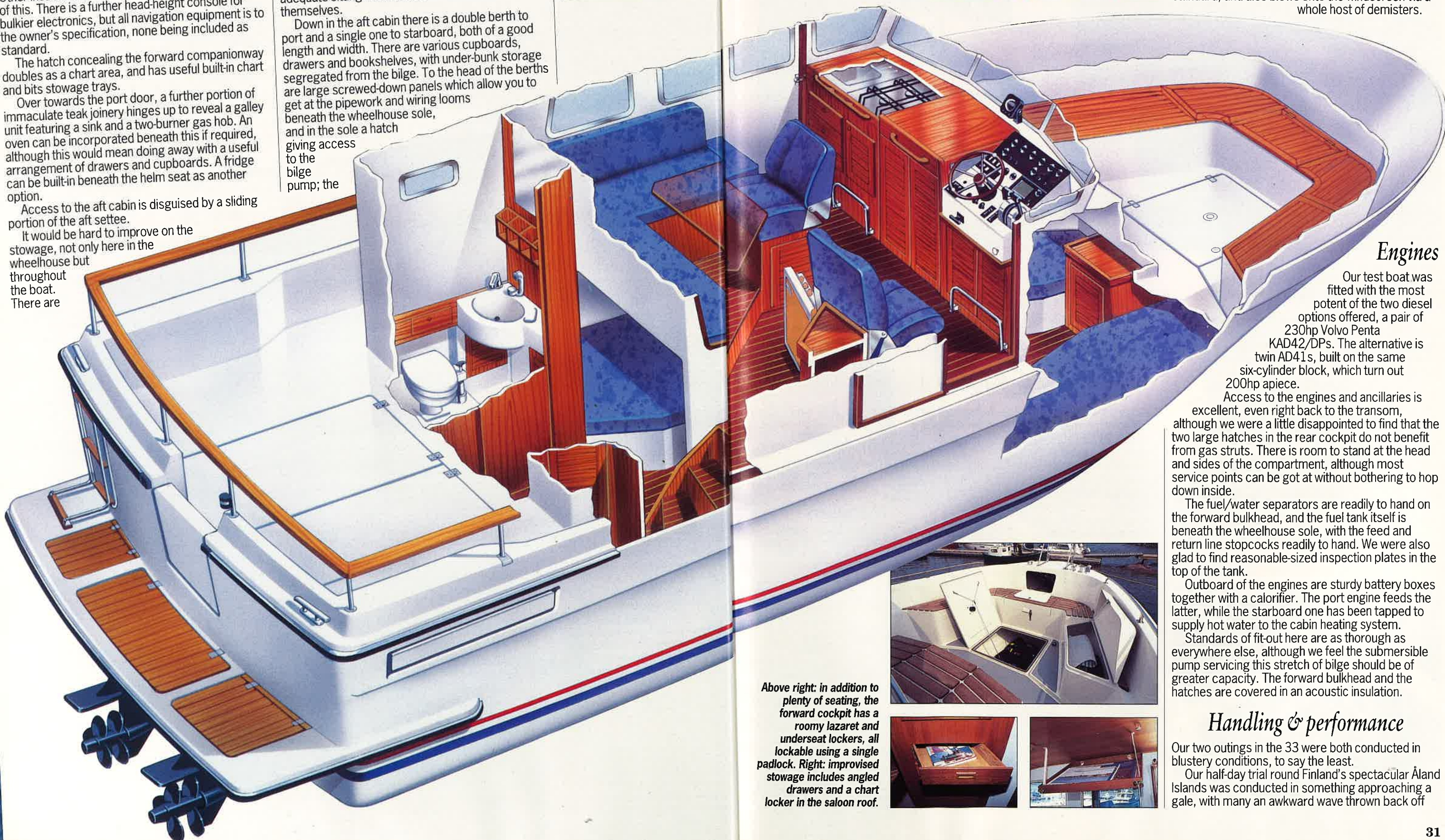
Left: boarding at the bow? A handy rail can be lowered for use as a footfall. Right: cruising under low bridges? The stainless steel radar gantry will hinge down to reduce the boat's air draught to 10ft 6in.



main breaker panels and battery switches are in a perspex-covered cupboard in the rear bulkhead.

Tucked into the corner of the cabin is the toilet/shower compartment, a largely moulded affair but with plenty of wooden lockers and drawers. It is kept to minimal proportions thanks to a clever arrangement whereby the toilet slides out for use but can be pushed back beneath the side deck so as not to take up any room when you are using the basin or shower. Ventilation is provided by an opening port.

An Ardic cabin heating system is installed as standard, and also blows onto the windscreen via a whole host of demisters.



Engines

Our test boat was fitted with the most potent of the two diesel options offered, a pair of 230hp Volvo Penta KAD42/DPs. The alternative is twin AD41s, built on the same six-cylinder block, which turn out 200hp apiece.

Access to the engines and ancillaries is excellent, even right back to the transom, although we were a little disappointed to find that the two large hatches in the rear cockpit do not benefit from gas struts. There is room to stand at the head and sides of the compartment, although most service points can be got at without bothering to hop down inside.

The fuel/water separators are readily to hand on the forward bulkhead, and the fuel tank itself is beneath the wheelhouse sole, with the feed and return line stopcocks readily to hand. We were also glad to find reasonable-sized inspection plates in the top of the tank.

Outboard of the engines are sturdy battery boxes together with a calorifier. The port engine feeds the latter, while the starboard one has been tapped to supply hot water to the cabin heating system.

Standards of fit-out here are as thorough as everywhere else, although we feel the submersible pump servicing this stretch of bilge should be of greater capacity. The forward bulkhead and the hatches are covered in an acoustic insulation.

Handling & performance

Our two outings in the 33 were both conducted in blustery conditions, to say the least.

Our half-day trial round Finland's spectacular Åland Islands was conducted in something approaching a gale, with many an awkward wave thrown back off

Above right: in addition to plenty of seating, the forward cockpit has a roomy lazaret and underseat lockers, all lockable using a single padlock. Right: improvised stowage includes angled drawers and a chart locker in the saloon roof.





the rocky foreshore to add some even trickier aspects to the hefty underlying chop. This the deep-vee hull took in its stride, flat-out, with the softest of landings.

A longer-swell wave pattern off Poole in Dorset was dispatched with the same comfortable yet exhilarating ease when we took our radar gun and fuel meter to the boat courtesy of UK importers Wessex Marine.

We clocked a maximum of 34.5 knots, then eased back to clip along at an easy-riding 25 knots. At this speed, ensconced in the wheelhouse, it was easy to forget there was much of a blow going on at all, especially with noise levels of only around 72dB(A).

From rest, the hull lifts smoothly onto the plane, with no hump as such, and it will sit steadily at 2500rpm, for 18.5 knots, should you wish to take it easy.

Slow speed manoeuvring is predictable also. For a boat with a not inconsiderable amount of windage, the Targa sits tight and square in the water, without the usual tendency for the bow to blow off, or for any

crab-like skittle as soon as the power comes off.

Visibility from the interior helm is excellent, the window in the rear bulkhead meaning you can keep a good watch astern. The upper helm area is comfortable too, offering a great vantage point but also being well protected; even when the deep-vee sections drop the hull into a fairly steep angle through hard turns, you do not feel vulnerable.

Conclusions

The flagship of the Targa range exemplifies all the qualities of its smaller sisters, with the extra cabin adding a serious cruising dimension to their practical, go-anywhere appeal.

Whether or not you like the 33's appearance, it is a cleverly thought-out and well built craft, with plenty of practical charm. The standard of fit-out, especially the solid joinery, further enhances the feeling that you have a real boat under you, and you can push its performance until you are in no doubt about the robust nature of its construction and the seakindliness of its hull.

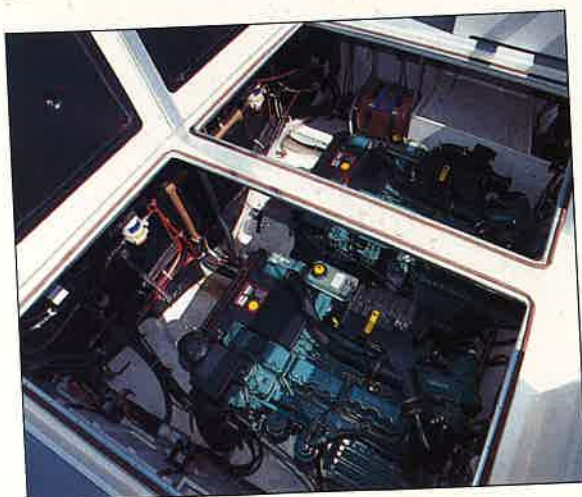
The mast and boom (above) may appeal to sailing buffs, and the aft cockpit to the angling fraternity, but neither will be used to the 34-knot performance offered by the twin 230hp Volvo Penta diesels (below left).

Builders

Botnia Marin, PO Box 9, SF-66101, Malax, Finland.
Tel: (358) 61 365 1555.

Suppliers

Wessex Marine, Salterns Marina, Salterns Way, Lilliput, Poole, Dorset BH14 8JR.
Tel: 01202 700702.



Targa 33TC

Engines twin Volvo Penta KAD42/DP diesels, 230hp at 3900rpm, 6cyl, 3.6lt.

Conditions SW Force 4-5, sea moderate. Load fuel 75%, water 50%, crew 2.

rpm	knots	gph	lph	mpg	range*	sound levels dB(A)	
						wheelhouse	ext helm
2000	11.2	—	—	—	—	66	79
2500	18.1	8.6	39	2.10	337	70	78
3000	24.9	11.1	50	2.24	358	72	81
3400	29.1	16.7	76	1.74	279	72	82
3800	34.4	22.4	102	1.54	245	75	84

Acceleration 0-20 knots, 8.3sec

(* allows 20% margin)

Loa 35ft 1in (10.70m)

Hull length 33ft 0in (10.05m)

Beam 11ft 6in (3.50m)

Draught 3ft 0in (0.90m)

Displacement 5.6 tonnes

Fuel capacity 200gal (900lt)

Water capacity 44gal (200lt)

Price £142,950 ex VAT